

Oregon Operations

Information that is useful for Oregon Wing membership

Lt. Col. Peter Andersen, Director of Operations

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This issue is a continuation of our attempts to keep Oregon Wing members updated on what is happening with reference to Operations. This knowledge should allow you to become more effective in performing your CAP activities.

Operation Staff

The Oregon Operations Staff continues to function very effectively. We have been holding our regular telephone conferences for the IC Council, the ES Council, and the ALGM Council. In addition, we held our regular Operations Face-to-Face meeting with the staff. These meetings provide us with the opportunity to profit from an open dialog between the members and the staff.

We have had no inquiries about our open Current Operations staff position. If you are interested in working with the Operations team to proactively drive the programs that will increase our flying activities, please contact one of the staff members.

Thursday David Rudawitz and Brian Bishop visited Ken Murphy, the Director of the Office of Emergency Management.

We asked about a seat at the EOC or Emergency Operations Center. It turns out that we've always had a seat in the event of a large disaster (man-made or natural) and we reviewed the procedure on how to request the CAP.

He is particularly concerned about response to a tsunami. An earthquake that would cause a large tsunami that would seriously damage the coast could very well block roads from I-5 west. CAP's aerial photography (and SDIS) would be a huge asset in such a disaster and we spoke of how we could train - including taking "before" pictures.

We also covered transportation mission profiles such as vaccine transportation. With Bird Flu Pandemic receiving so much attention, the possibility of CAP transporting critical supplies to far corners of the state appeals to him. We discussed the commercial pilot requirement for the transportation of non-CAP property but made it clear that if there was a need we would find a way.

In short, the Office of Emergency Management values CAP as a disaster relief asset. Keeping our skills sharp for disaster relief would serve all of us well.

Aircraft Coming and Going

Sony Adcock and Scott Bartholomew have returned from their trip to Alaska to bring our C172 back to Oregon. The trip home took them over 20 flight hours. The aircraft is now based at Hillsboro and is available for our members to fly. This aircraft becomes the least expensive plane to fly, given its \$30 per hour rate and its 10 gallon per hour fuel consumption.

We will have the C172 on display at the upcoming Hillsboro Airshow. If you have not seen it, be sure to stop in and become familiar with it..

National Headquarters decided to take our Maule out of the summer sale and have allowed us to use the aircraft again until the next aircraft sale around September. We have moved it to Eugene and it will be flown by our State Director.

Our SDIS satellite phone is functional in N9313X and the Salem crews are learning how to effectively use the system to obtain quality photographs. Once they become proficient with its use, they will provide training to other crews at our exercises.

Our C182, N4934N has a new engine and should be flying and available for use early in July. We will be keeping it at TTD until the engine is broken in.

National Headquarters is here to help...

We have been told that National Headquarters is working on a module that will allow us to transfer mission information into WMIRS using the IMU. When this is working, it will considerably reduce the effort required to comply with National Headquarters' "regulation by memorandum" changes.

We have completed the transfer of pilot data entry from the WMU to MIMS. When you click on the Pilot Information buttons in the WMU, you will be redirected to MIMS for the entry of this information. See the section on MIMS pilot data for more information.

We have been granted additional funding for exercises this year. In addition to our original \$12,000 we have been given an additional \$9,000 for SAR and \$3000 for cadet o-rides.

Wing Pilot files

Our requests in last three month's newsletter for help in getting current documentation for our wing pilots and our check pilots seems to have been pretty much ignored. I have only received the needed documents from three pilots. The wing files are certainly not current and we need your help to getting the documentation to us that is required. If you are a member of Wing Headquarters (OR-001) or you are a check pilot, please get a copy of your pilot license, your instructor license (include a legible copy of the back with expiration dates), and your latest medical certificate. If you could also look in CAPR 60-1 and copy the statement of understanding, then sign it and send it along with the documents listed above. Please send these to the DO's home address (Peter Andersen,

39505 SW Gibson Rd, Gaston, Or 97119). When the July pilot listing is published, those pilots who have not submitted the required documents will not be listed.

Oregon Wing Policy Updates

We have not yet developed our policy for conducting CAPF 91 check rides. Hopefully, we will be able to get this information out soon.

Remember that you must have a functioning ELT practice beacon for your checkride.

I continue to receive member CAPF 108 forms directly from a member. This is not our policy and sending them to me will only cause delays in getting your money. All member CAPF 108 forms should be sent to Wing Headquarters.

When CAPF 108 forms that have been generated by the WMU are received at Wing, we have been getting a check back to the member within our 10 day policy (if you generate a hand 108 or one using the National template, your reimbursement will be delayed because we cannot process your form until the mission paperwork is completed and sent to Wing for archive).

Based on our success in turning CAPF 108 requests around, we will probably be removing the wing credit cards from the aircraft late in July.

There has been some confusion about pilots getting a CAPF-5 checkride during our funded training missions. Our policy is clear. Pilots are responsible for getting their own CAPF-5 check rides and our training funding will not be used to perform these rides. We will allow members to get a non-mission CAPF 99 release on Sunday when we have a training mission that runs through Sunday. You will have to pay for the flight time and fuel from your own pocket.

When you are entering flight times into the aircraft log, please remember to use the policy that, if the number is in the process of moving to the next number, **always round up** to the higher number.

Let's all make certain that we use the WMU aircraft scheduling tool to schedule the aircraft. We have had several cases where an aircraft was flown by a member who did not schedule the aircraft and the person who had scheduled it arrived at the airport to find it not there. Always check the WMU aircraft schedule to make certain that you have the aircraft scheduled before you attempt to get a flight release.

We will be making a change in our aircraft key policy. We have been testing the new policy with the C172 and it appears to be working. We are going to get locking key boxes for each aircraft tiedown. These will be combination boxes that attach to the tiedown cable (similar to lock boxes used on home that are for sale). The combination to the boxes will be changed each month and pilots will be given the current combination when they get their flight release from the FRO. This will eliminate the need to pilots to have their own keys to all the aircraft.

MIMS Pilot Information Procedures

1. As we have been warning you for weeks, the WMU Pilot Information module has been deactivated, and the button now directs the user to MIMS.
2. All Pilot Data will now be entered into MIMS. The data will automatically transfer from MIMS to the WMU at 3am each morning. This means that new data entered will be available in the WMU with an overnight delay.
3. Pilot Data and Personal Information (phone numbers, email, etc.) is the **ONLY** data which is to be entered via MIMS at the present time. Emergency Services data should be entered only via the WMU.

4. Rationale

- a. We are engaged in a phased program to get to one single computer program. However, NHQ has not developed MIMS to the point where it accurately reflects CAP regulations. Therefore, we can only migrate to MIMS as NHQ upgrades it to conform to regulations.
- b. NHQ has upgraded Pilot Data Entry so that it fully conforms, and therefore we will use it exclusively to enter pilot data.
- c. **ONLY** data entry is correctly implemented in MIMS. The WMU should still be used for flight releases, verifying eligibility to fly, etc. The WMU Pilot List is the definitive source for determining pilot qualifications.

5. Process

- a. All members have a Personal Pilot Data link on the left hand side of their eServices menu. They can go there to enter pilot data, or they can use the Pilot Information button in the WMU which will direct them to MIMS. There is a link to extensive instructions as to how to use the module on the eServices page.
- b. Once data is entered, it must be validated (same process as we formerly followed in the WMU). Validation must be done in MIMS. The Unit Pilot Records button still exists in the WMU, and the old report can still be viewed. But this report is now read-only. Operations Officers and Stan/Eval Officers can use the report to check status, but they cannot change anything with this report. Changes can only be made in MIMS. The same is true for the Pilot Special Quals report in the WMU – nothing can be changed with this report; it is read-only.

c. Validation is done via a restricted application. We have assigned permission to all Operations Officers and Stan/Eval Officers **as reflected in the WMU unit**

organization. If additional permissions are needed, or if the unit organization data in the WMU is obsolete, Commanders will need to have their WSA assign the necessary permissions.

d. To validate records, choose MIMS (not MIMS – Pilot Data) from the right hand side menu on eServices. In the upper right corner will be a link to Validate Achievements and Tasks. The validation screen will appear after a warning as to the sensitivity of validation.

e. Documents should be validated **ONLY** when the documents are physically received. Validating from a phone call or personal request is a very bad idea. Validation means that the validator is attesting to the physical presence of the document.

f. Only three types of documents need to be retained in the pilot files – FAA pilot certificates, medical certificates and Statements of Understanding. All other documents can be discarded after validation. We recommend discarding documents so that there is one single master record – MIMS. Squadrons are free to do as they choose in this regard.

g. Check pilots must forward the three types of documents described in f. above to the Wing Stan/Eval Officer. All other documents only need to go to the squadron.

h. Validation and Approval are two separate concepts. Individual tasks (Form 5, airplane questionnaire, medical, etc.) need to be validated. Achievements (check pilot, cadet orientation pilot, etc.) need to be approved. Some only need to be approved at squadron level, others need Wing approval after Squadron approval. i. Members and staff can monitor the progress of validation and approval. After an item is submitted, it will say “Pending.” This means that validation has not yet occurred. After the item is validated, it will show a new expiration date (if applicable). Achievements will say “Awaiting Unit Approval” or “Awaiting Wing Approval.” When they are approved, they will show a new expiration date.

j. Members are encouraged to keep checking the Personal Pilot Data application until they see that final approval has been received. Ultimately, the member must be responsible for seeing that approval is received.

k. Designated staff personnel have an application called MIMS – Pilot Data Entry on the right hand side of the eServices menu. This is the same as Personal Pilot Data, except that ANY member’s CAPID can be entered.

This enables staff to make entries on behalf of members or to help with problem resolution.

6. All pilots should visit their Personal Pilot Data to assure that all their data is complete and correct. The new application contains new data that was never requested before, and the transition to the new application has caused some old data to be lost. This check needs to be done only once. It will also serve to acquaint all pilots with the new application so that they will be prepared to enter future documents

At the present time, **units 007, 054, 085, and 105 have pilot information pending for validation.** Unless the unit validates the pilot entries, the pilot information will not be on the July pilot authorization (remember that validations are not reflected in the WMU until the next day).

From the desk of Standards/Evaluations

Flying the 172 back from Anchorage, we were faced with a 60-1 rule each day. The problem we faced was that we are required to land with no less than 1 hour of fuel on board. The 172 carries 40 gallons of usable fuel and burns at a rate of 10 gal/hour. Doing the math, 3 hours is the limit in this aircraft. Pilots breaking this rule will be permanently grounded. So, if you are operating this plan, be very aware of your fuel remaining on board.

From the desk of Current Operations

Our flying activity is moving in the right direction. We flew our aircraft over 111 hours in June. Looking at our hours for the previous 12 months versus the 12 months previous to June, we have flown 769 hours in this period versus 574 hours in the previous period.

We are starting to see some activity in our B12 mission symbols. Let's all work to get more time in this symbol as it is the cheapest and most effective way to fly (considering the tax advantages).

From the desk of Emergency Services

Operations Summary – June 2006

June started out with no mission activity continuing on from May which only had a single incident. Then, the weekend of June 23-26 a very busy weekend began. ORWG was tasked with three incidents in a 24 hour period, two of which were for missing hikers. Incident 06M1110A opened at 24/0700Z (closed at 25/2000Z) for a missing Lake Oswego female hiker overdue on a hike on the south side of the South Sisters mountain in Deschutes County. At the request of the Deschutes County SAR IC, ORWG dispatched an Agency Liaison and communications team to the incident command post and an aircrew. Two additional aircraft and crews were placed on alert to be ready as needed to provide coverage in the search area. However, just as things were being set up at the Sheriff's ICP, the missing woman self-recovered walking into the ICP. Our aircrew flew for 1.3 and spent 0.1 in the area before being recalled.

Incident 06M1121A opened at 25/0242Z, for a second missing person, a 71 year old male hiker overdue on a hike on Iron Mountain in Linn County. The missing hiker male was thought to not be carrying survival equipment except for a cell phone and a GPS, and no way to signal an aircraft. With sunset fast approaching, which would have placed the crew in the air after dark, it was decided to standby till morning. The SLE aircrew (13X) was later cancelled when the missing gentlemen was recovered by the Linn County SAR Team. This mission closed a 04:37Z

At 25/0601Z, just as the second incident was being put to bed paperwork wise, ORWG was notified of an ELT reportedly on 243.0 in the Aurora, Lenhardts, and Mulino airport triangle per SARSAT data. SARSAT data placed it in the vicinity of Lenhardts, which is where the ground teams were dispatched. This played out, the incident was soon in the bag, with a signal secured. The signal came from a Maule in hanger owned by a CAP member who had the keys with him that responded on the team. This incident closed at 25/0945Z.

From the desk of Counter Drug

The Oregon Wing has a new problem. We have more CD flights requested than we have aircrews to assign to. The solution is relatively simple in many cases. If you wish to be considered for CD assignments this summer, please go to the national website, on-line exams, and take the CD orientation and test. It is available year round now, not just in the 2 month period each spring and fall. If you get there and the system says congratulations, you have passed this test, then you are current. If you are still not on the CD list, look at your enrollment date. Anyone accepted in the year 2002 or earlier must renew their application with a new CAP Form 83. In addition to the CD paperwork, pilots must also maintain their pilot file in accordance with current CAP regulations (CAPR 60-1).

I would like to establish or renew a verbal contact with each Oregon Wing CD qualified member. Please call me in the next week or so to discuss your personal wishes for future involvement in the program. A call during the day to either of my phones is best. I am retired so I have no career involvement to be concerned with. My phone numbers are listed below.

Ted Tanory, Captain, CAP

Oregon Wing CDO

503 668-4531 Res.

503 720-4653 Cell

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From the desk of Aircraft Maintenance

There have been several questions related to the Oregon Wing Maintenance policy. Since Oregon is operating on a budget that does not include funding from the State of Oregon, we are forced to focus our aircraft maintenance program on safety, compliance with FAA regulations, and mission capability. As a result, our policy can be summed up as:

If the aircraft has an airworthiness issue, it will be immediately addressed by a mechanic at an approved FAA repair facility.

If the aircraft has an issue restricting its CAP mission readiness, it will be given a high priority and will be addressed as soon as is practical.

If the aircraft has a mechanical issue that is not an airworthiness issue, it will be fixed no later than the next 100 hour inspection.

Cosmetic issues will be addressed as funding allows.

The current status of our fleet is:

N9313X - SDIS install complete. Aircraft is operational

N9433X - Annual done. Waiting for part but A/C is operational.

N4934N - New engine is here. Prop overhaul and prop governor overhaul complete. Aircraft will be flown in early July

N9883E – Aircraft is nearing a 100 hour inspection but is currently operational.

N98426 – Aircraft is operational. It does not have a CAP radio; one has been ordered and will be installed when it arrives.

N101SP – Aircraft is operational

N127CP – Operational (not mission ready). Assigned to State Director

USB card reader / writer received to update GPS data bases. Didn't work. Another on the way, so "they" say.

Still working on estimates to install equipment in N9433X and N98426.

Maule needed new battery to move to EUG. Done.

From the desk of Communications

Operations Security (OPSEC)

The following comes from a policy letter signed by Maj General Antonio Pineda dated 5 Jun 2006:

"I am very pleased to announce another initiative which will help position CAP for more Homeland Security responsibilities. One of the key aspects of our mission preparedness will be training. Specifically we need to educate our members about how to handle sensitive information concerning our missions, our capabilities and our partner agencies. For this purpose our staff has developed

an OPSEC training program tailored to CAP. I've reviewed the program and I think you and your members will find it both entertaining and informative. It will help all of us be more thoughtful about dealing with sensitive information.

This training is mandatory for all CAP senior members. It is an on-line course which members can access at <https://tests.cap.af.mil/opsec>. This is a secure website and the initial screen will ask some questions to verify your identity. Starting on 1 Oct 06, this training will become part of the new Level 1 training course.

The training takes most people less than 20 minutes and concludes with an opportunity to agree to protect sensitive information. This is called a "Non Disclosure Agreement" (NDA) and each member's agreement will be recorded electronically in their membership records. This NDA will be required before a member can access sensitive information or participate in certain missions. In the near future, commanders, mission managers and communications officers will be able to verify on-line which members have the NDA in their records before those members are granted sensitive access.

This new program will allow us to validate to our partner agencies that the members we entrust with sensitive information have the necessary training and have agreed to protect that information. Please give this widest dissemination and encourage your members to take the training at the earliest opportunity"

For Unit Commanders, MIMS already has the reporting module in place to allow you to check on who has completed this course.

Mission Radio Operators

Oregon Wing Emergency Services NEEDS YOU! The June SAREX in Aurora pointed out a critical shortage of Mission Radio Operators (MRO) ready to participate in missions. Of special interest are MRO's with training in the use of the Incident Management Unit (IMU). Mission participation is not just limited to mission base, it's also possible to participate in missions from home using the distributed mode feature of the IMU. For more information on how to participate as an MRO and/or how receive training, contact :

David Ayers, Capt, CAP

ORWG / DC

davida@lucidyne.com

cell (541) 905-3231

home (503) 581-9659

Elk Mountain Repeater

The repeater site on Elk Mountain is being moved. Our original site was sold and the new owners did not want any tenants. Thanks to Steve Porter of Sis-Q communications we have a new home in a site adjacent to our old one. This move should have taken place before this letter is published. It was loosely scheduled to occur before the end of the month. Many thanks to LtCol George Doersch for coordinating the move.

Upcoming Event/Activities

- July 8, Observer School, Portland
- July 14/15/16, SAREX, North Coast – Tillamook
- Aug 4/5/6, Monitored SAREX, Eugene
- Aug 25-27, PCR DRE II, Distributed - ICP Beaverton